Fin: (Mar) **(1924) Department**

1-2 SERIES.

G.O. No. 393

DATED 21-8-24

[Despatch Abstract.]

Port of Cocanada

Repairs to the Steam Sloops at Bangalore
Cost to be met from the Minor Ports Fund

Government of Madras.

Abstract.

Port of Coondapur - Repairs to the stone-groyne at Gangolly - cost to be met from Minor Ports Fund.

Finance (Marine) Department.

G.O.No.383 Mis. dated 21st August 1924.

Read the following papers:-

From the Presidency Port Officer, No.1729/892 G1. dated 26th June 1924.

From -do- No.1729/892 G1. dated 27th June 1924.

Memo From -do- No.888 G/24-1 dated 12th July 1924.

From -do- No.892 G dated 5th August 1924.

From -do- No.1729/892 G1. dated 11th August 1924.

O R D E R:--

The Government consider that the cost of repairs to the stone groyne and revetment at Gangolly should be met from the Minor Ports Fund.

(By order of the Governor in Council)

J.B. Brown,
Deputy Secretary.

bl 18.9.25

To

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To the Presidency Port Officer.
To the Examiner of Local Fund Accounts.

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by

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Letter from the Presidency Port Officer, Madras.
To the Deputy Secretary to Government, Fin. Mar. Department.
No. 1729/892 G.L. dated 26-6-1924.

Coondapur Port - repairs to the stone groyne at Gangolly.

I have the honour to state that in July 1923 a petition from the merchants of Gangolly was received by the Collector of Customs who transferred the same to the Presidency Port Officer, suggesting the construction of a quay or embankment to prevent the erosion of the foreshore.

2. The petition was referred to the Harbour Engineer, who in April 1924 forwarded an estimate for Rs. 1480/- for improving the groyne and revetment at Gangolly port. The Harbour Engineer further states that the Customs authorities are getting anxious as to the safety of their buildings - vide copy of letters from the Assistant Inspector of Customs in charge, Mangalore, No. ~~xx~~ R.O.R. 438/23, dated 19-2-1924 and 11-3-1924 respectively.

3. As I considered that the work to be done, are more for the safety of the Customs buildings, I addressed the Collector of Customs, Madras whether the cost may be borne by the Customs Department. He, however, replied in the negative - vide copy of his reply No. 2459-23 C.O., dated 15-5-24 enclosed. In his letter dated 23-6-24 - vide copy attached - he again requests that speedy action might be taken in the matter as the groyne was reported to have already been affected.

4. I have already addressed the Executive Engineer Cochin, Harbour Division to put the work in hand at an early date if the repairs to the groyne are considered to be of an urgent nature.

5. Under the circumstances I am of opinion that the Customs Department should bear the cost and request orders of Government on the subject.

6. There is Landing and Shipping Fund at the Port to pay for the improvements.

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(2)

Letter from the Presidency Port Officer, Madras.
To the Deputy Secretary to Government, Fin. Mar. Department.
No. 1729/892 G.L. dated 27/30-6-1924.

Coondapur port repairs to the stone groyne at Gangolly
incidence of cost.

In continuation of this office letter No. 1729/892 G.L. dated 26-6-1924 on the subject noted above, I have the honour to forward herewith for the information of Government, Copy of a report from the Customs Collector, Coondapur to the Inspector of Mangalore Customs Circle, dated 17-6-1924 requesting early action in the matter.

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(3)

Memorandum from the Deputy Secretary to Government, Fin. Mar. Deptt.
To the Presidency Port Officer Madras.
No. 888 G/24-1 dated 12th July 1924.

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Port of Coondapur - Repairs to the stone groyneat Gangolly - Presidency Port Officer's letter No. 1729/892 G1. dated 26th June 24.

The Presidency Port Officer is requested to report from what source the original cost of constructing the groyne was met whether from Port and Marine funds or from some other source.

2. The work should not be under-taken until the question of debit of cost is settled.

Sd/- J.B.Brown,
Deputy Secretary.

To the Presidency Port Officer.

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(4)

Letter from the Port Officer, Madras.
To the Deputy Secretary to Government Fin. Mar. Deptt.
No. 892 G1. dated 5/6-8-1924.

Coondapur - repairs to the stone groyne at Gangolly (Govt. Memo No. 888-G/24-1 dated 12-7-1924.

With ~~kk~~ reference to the Government Memo quoted above I have the honour to state as there was no information in this office as to the source from which the groynes were first constructed prior to 1894 the Port Officer Mangalore was requested to furnish it. As this information was not-available in his office ~~kkm~~ he addressed the Executive Engineer west Coast Division in the matter. The officer reports that he too has no information on the point and refers to G.O.No. 1110-W dated 10-5-1895, sanctioning the construction of a wooden groyne and the improvement of the eastern groyne at Coondapur at the cost of the South Kanara Port Fund. A reference is solicited to the G.Os. noted in the margin from which it will be seen that the expenditure on groyne repairs and constructions

)nstruction, in subsequent years has been met from Port Funds. An estimate for the re-construction of the stone groyne at Gangolli amounting to Rs. 270/- was countersigned by this office and forwarded to the P.W.D. for execution on 21-2-1913 and another for repairs to it amounting to Rs. 195/- on 17-3-1915 vide also page 87 of G.O. No. 152, Mar dated 9-4-1915.

G.O. No. 1733 W. dx d/8-7-98
do. 3363 w. d/ 6-12-00
do. 889 W. d/ 17-3-02
do. 537 w. d/ 21-11-05

2. with regard to para 2 of the memo under reply , I beg to state that the Assistant Engineer was instructed to visit the port and see if the situation was as serious as represented and if so to take immediate steps to safeguard the customs house and adjacent works, his report is attached and in view of that the work was put in hand on the 2nd July 1924 in anticipation of the sanction of Government and is now practically completed in a temporary form.

Letter from the Presidency Port Officer, Madras.
To the Deputy Secretary to Government, Fin. Mar. Department.
No. 1729/892, dated 11-8-1924
G.L

Coondapur - Repairs to the stone groyne at Gangolly
(Correspondence ending with this office letter No. 892 G1. dated 5/6-8-1924.

I have the honour to forward herewith for information of Government a copy of report from the Port Conservator, Coondapur to the Port Officer Mangalore No. 22 dated 2-8-1924 and to suggest that the cost of repairs in question may be split up between the Minor Ports Fund, Customs and Municipal Funds.

19.3.25

5

Letter from the Asst. Inspector of Customs, in charge Mangalore Customs Circle.
To the Assistant Harbour Engineer, Calicut.
No.R.O.R. 438/23 dated 19th February 1924.

In the course of our recent tour of inspection of the northern ports of this district along with the Assistant Collector of Customs, Madras, I observed at Coondapur Customs that the last floods had caused considerable damage to the Customs wharves (Government land) round about the stone groyne and in consequence about 10' x 3' of the Customs land had been washed off owing to the action of the floods. On enquiry with the local Customs Collector, I was given to understand that you had already inspected the locality and examined the erosion and were contemplating the extension of the stone groyne to minimise further damage. The Collector of Customs, Madras now enquires what action has been taken in this connection. I should be obliged therefore if you will kindly let me know at an early date what steps you have decided to take concerning the ~~xpx~~ proposed extension of the groyne and whether the work would be completed before the commencement of the next monsoon so as to prevent further erosion.

B

From the Inspector, Mangalore Customs Circle,
to the Assistant Harbour Engineer, Calicut.
No.R.O.R. 438/23 dated 11th March 1924.

Subject- Stone groyne - extension thereof - Coondapur Customs.

X X X

Meantime I would request you in view of the fact that the monsoon is fast approaching to see your way to do what you think best towards extending the existing stone groyne to prevent further damage to the Customs land, buildings ~~xxx~~ during the next rainy season.

Letter from the Collector of Customs, Madras.
To the Presidency Port Officer, Madras.
No.R.~~xx~~2459-23-C.O. dated 15th May 1924.

C

Subject:- Extension of stone-groyne - Coondapur - Your letter No.892 Gā. dated 13-5-1924.

In my opinion the work should be done but it is not such as should be paid for by this department. It would appear to be necessary for the port that the work should be put in hand with delay.

Letter from the Collector of Customs, Madras.
To the Presidency Port Officer, Madras.
No.R.2459-23-C.O. dated 23rd June 1924.

Subject

D

Subject:- Extension of stone groyne - Coondapur - this office letter R.2459-23-Co. dated 15-5-1924.

The Customs Collector, Coondapur, reportetthat the land at the base of the groyne had already been affected and that some land slips have already occurred. In view of the imminent danger, I request that speedy action might be taken in the matter.

E

Copy of report from the Customs Collector, Coondapur.
To the Inspector, Mangalore Customs Circle, Mangalore.
Dated 17-6-1924.

Ref:- Extension of the stone groyne at this port.

The tide is slowly but steadily making inroads and has reached the very foot of the coccoanut tree referred to in my previous reports. The fall of the tree is momentarily expected. A semi circle from the base of the groyne to the foot of the tree is made and the tide seems to be bent upon cutting the groyne off the mainland. While therefore the work of extending the groyne to save the port from the onset of the current of the flood tide is imperative, delay in its execution is fraught with danger and is attended with grave consequences. I would therefore request you to more the authorities concerned to take up the work at once at least to save heavy expenditure later, If not the port itself from any dire calamity.

F

Report dated 30-6-1924 from the Asst. Engineer (West) to the Executive Engineer, Cochin Harbour Division.

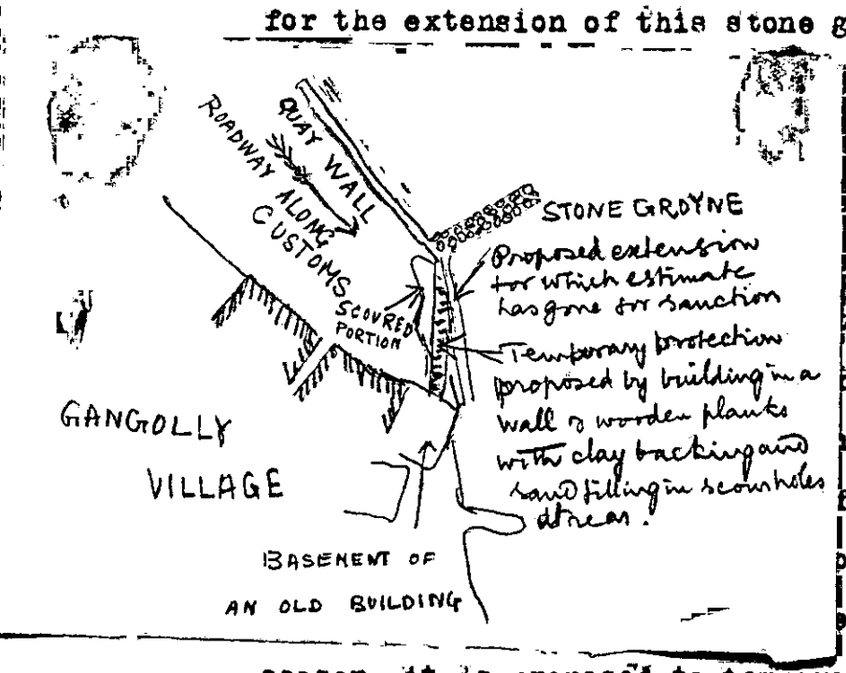
Subject:- Stone groyne at Cangolly.

With reference to your No.3007 dated 24-6-1924 and the subsequent telegram thereon, I came over here on the 28th evening and inspected the groyne yesterday morning. The groyne, as has been reported by the local Customs Collector is in grave danger of being momentarily isolated from the main land, having now only a hold on it, of a narrow strip of loose earth. The rising tide is on its way of scouring the southern foreshore adjoining this groyne and there is no knowing when it would work round the groyne and cut it off the main land. The groyne is a solid structure by

itself

itself built of granite stones well packed, and its foot hold if washed away might result in serious loss and danger to the port. Hence the necessity for strengthening the base of this groyne.

2. There is already an estimate which has gone for sanction for the extension of this stone groyne for about 50ft along the southern foreshore as shown in the marginal sketch) and this work cannot be put on hand at present as the estimate has not as yet been sanctiond. It therefore becomes necessary to protect this portion temporarily during the monsoon, pending the construction of the proposed extension after its sanctionance. As it is impossible to get any granite stones during this season, it is proposed to temporarily stop this scouring action by building in a wall of mango planks fixed to short wooden piles, standing close together and backing it with stiff clay, well tamped and filling in all the scour holes at rear with sand. The position of this walling is shown in the marginal sketch.


QUAY WALL
ROADWAY ALONG CUSTOMS
STONE GROYNE
Proposed extension for which estimate has gone for sanction
SCOURED PORTION
Temporary protection proposed by building in a wall of wooden planks with clay backing and sand filling in scour holes at rear.
GANGOLLY VILLAGE
BASEMENT OF AN OLD BUILDING

An exact amount of estimate for the work cannot be submitted now as we have to depend more or less on the local rates for dumping clay etc. The approximate amount for the strengthening according to the schedule rates may come to about Rs. 350/- as has been wired to-day. If stones could be got, they will be used for the basement and every attempt will be made to stop this action and secure the place from the monsoon floods.

Memorandum C.R. No. 22 dated 2-8-1924 from the Port Conservator Cundapore to the Port Officer, Mangalore.

Reference. Your No. 10/696 P dated 30-7-1924 calling for a report on the state of the Customs wharf and the groynes.

The temporary work of protecting the groynes has been completed. A stone wall from the base of the groyne to the dilapidated warehouse was built and this was backed with clay and the hollow behind filled ~~with xx~~ with sand. The base of the permanent structure was

was strengthened on either side and the temporary stone wall hopped with clay. The stones of the building referred to above having collapsed, the debris of the ruins were walled from without utilising the materials therefrom with a view to prevent the waters from entering the already protected portion through the gap caused. The permanent groyne requires repairs at the other end as the stones there have slipped and fallen into the deep waters below.

2. The Customs wharf is protected on the east with a single stone large and the high tide water entering through the crevices between stones has corroded the sandy soil within so that a deep underground passage is made along the whole wharf. The loose surface sinking down with the least pressure from above has made several pits although there is no immediate danger from this. But the extension and thorough protection of this wharf with a quay wall is a matter far early consideration although it might necessitate the introduction of the landing and shipping dues Act at this Port.

19.3.25